

SHIPPING & WATERFRONT NEWS

PERSIA CUTTING MATSON LINERS NEW LINE FROM VOYAGE SHORT; HAS NEW RUN ARE BRINGING 12,000 TONS SOUND IS NOT VERY LIKELY

T. K. K. Liner to Turn Around at Nagasaki and Come Back on Korea's Schedule

If the T. K. K. steamer Persia Maru had arrived off port 42 minutes earlier last night she could have come in the instead of this morning, as she had 320 bags of mail from San Francisco on board. Mail steamers can receive pratique if they arrive at or before 9 p. m.

The steamer anchored at 9:42 last night, 5 days, 10 hours and 24 minutes from San Francisco. She docked at Pier 7 at 7:45 this morning and was due to steam for Yokohama at 2 o'clock this afternoon.

Passengers brought to Honolulu were two stopovers, Mr. and Mrs. A. W. Nicoll. Through passengers are 45 first-cabin and 212 steerage, of whom 23 are Hindus. One Russian is also in the steerage. Japanese steerage are 124 and Chinese 14. Through cargo is 2572 tons, general merchandise.

Among the through passengers are T. Domoto, head of the North American Mercantile Company; A. Jenks, an American mining man en route to Isumi; J. Tanaka of the Yokohama Specie Bank, returning to Japan after eight years passed in Europe; G. C. Ferguson, an American leather man, going to Calcutta with his wife and family; K. Ichikawa, second assistant secretary of the Japanese consulate, San Francisco, returning to Japan on leave, and several others.

Capt. Y. Maki reported a pleasant voyage from the coast and said the Persia will conclude her voyage at Nagasaki, turning right around there and leaving Nagasaki November 20, taking the run of the Korea Maru, which was scheduled to leave Nagasaki that day, but will not leave until December.

The Persia ordinarily would go on to Hongkong from Nagasaki, but her trip has been cut short to permit her taking the Korea's original schedule. This will bring the Persia Maru back to Honolulu again from Yokohama on December 5, to leave Honolulu December 6 for San Francisco. On her way back to the Orient she will leave San Francisco December 20, as before announced, and omit Honolulu, going direct, arriving at Yokohama January 5.

E. A. Seeley is the Persia's new purser this voyage. He was ordered to the Persia from the Siberia Maru 12 hours after the latter boat reached San Francisco. Seeley takes the place of J. B. Wheeler, who has left the Toyo Kisen Kaisha's employ. The Siberia's new purser when she comes here November 10 from San Francisco will be C. N. Ludvigsen, whose last sea job was freight clerk of the Tenyo.

HARBOR NOTES

The T. K. K. steamer Persia Maru brought 320 bags of mail this morning from San Francisco.

Next mail from Yokohama will arrive in the Pacific Mail liner Ecuador, expected Saturday or Sunday.

Wednesday the Matson steamer Matsonia left San Francisco for Honolulu. She will arrive Tuesday morning.

At 3 o'clock yesterday afternoon the American steamer Yucatan left for Yokohama and Nagasaki after taking bunkers here.

The Shell Oil tanker Donax arrived from San Francisco last evening, entering port at 5:10 p. m. She took bunkers at Pier 17 and left at 9 o'clock this morning for the Orient.

Next mail from San Francisco will arrive Saturday in the Pacific Mail liner Venezuela. She will have two days' accumulation as she left Saturday, two days after the Persia Maru.

Coming here for bunkers, the North Pacific Steamship Company's freight steamer Yucatan, arrived from San Francisco Wednesday and docked at Pier 16. She is en route to the Orient.

Early this morning the Matson steamer Hyades entered port. She arrived at anchorage last night from San Francisco. The freighter is at Pier 20 discharging 4966 tons of cargo for Honolulu.

Arrival of the Matson steamer Lurline at San Francisco yesterday from Kahului is reported. She has gone on drydock for repairs to her damaged hull. The Lurline grounded off Makapuu Point October 18.

Customs Inspectors Gilbert McNicoll and John Oliveira, also Examiner R. H. Benrose, returned from Hilo Tuesday on the Mauna Kea, after discharging the T. K. K. South American liner Anyo Maru's cargo at that port. The Anyo did not go to Kahuhi wharf, but

COLDS CAUSE HEADACHES

LAXATIVE BROMO QUININE removes the cause. Used the world over to cure a cold in one day. The signature of E. W. GROVE is on each box. Manufactured by the PARIS MEDICINE CO., St. Louis, U. S. A.

With the docking at Pier 20 this morning of the Matson freighter Hyades, there has come to the Islands this week a grand total of 14,322 tons of freight, in this steamer and the Matsonia.

Next week will see a total of 12,731 tons arrive for island ports on the Matsonia and Hilonian. Marconigrams received today by the shipping department of Castle & Cooke say the Matsonia is bringing 7669 tons for Honolulu and 1393 for Hilo. The Hilonian, which left San Francisco Tuesday and should enter this port a week from today, has 3350 tons for Honolulu and 277 for Kahului.

The Hyades today brought from San Francisco 4966 tons for Honolulu, 479 for Port Allen and 824 for Kahului. She will steam from this port Sunday night for Port Allen and after discharging there will leave Tuesday noon for Kahului, from which port she will leave next Thursday night, November 9, for San Francisco direct.

Capt. Rind said this morning his steamer was in wireless communication with the Lurline practically the entire voyage here and that the damaged liner, which reached San Francisco yesterday from Kahului for repairs, reported everything satisfactory on board.

Saturday morning the Pacific Mail liner Venezuela may be looked for from San Francisco, says a wireless from San Francisco to the shipping department of H. Hackfeld & Company, Ltd., the local agency. Captain Hans Thompson, former commander of the China Mail liner China when she was a Pacific Mailer, is believed to be in command. The Venezuela has no passengers for Honolulu, as being foreign built, she cannot engage in coastwise trade.

The Oceanic steamer Sonoma, which will arrive from Sydney and Pago Pago Tuesday morning, has room for 125 first cabin passengers from this port for San Francisco. Second cabin is full, but there is room for 10 more in the steerage. The liner has space out for 400 tons of general cargo and 3000 bunches of bananas.

How the Liner Congress Looked Burning From Funnels to Stern



Showing the San Francisco and Portland Steamship Company's liner Congress on fire off Coos Bay, with boats leaving the vessel, the above photograph gives an excellent idea of the big steamer's appearance when she neared the beach. The picture is taken from the Pacific Marine Review.

Shipping circles on the Pacific coast were highly startled by the burning of the Congress, the fire coming as it did right on the heels of a bad fire on the steamer Beaver of the San Francisco and Portland Steamship Company's fleet.

At the time it was decided that the fire could not be controlled, the Congress was about thirty miles to sea off Coos Bay and her captain, N. E. Cousins, turned her nose toward the beach and ran for it. Too much cannot be said for the behavior of the officers and crew of the Congress under the most trying circumstances, and the conduct of the passengers has also won high commendation.

The behavior of the engine and fire room crews was indeed quite remarkable, the chief engineer B. K. Martland, sticking to his post till he became unconscious from smoke suffocation.

One factor that contributed materially to the happy outcome of what might have been the worst catastrophe on the Pacific was the excellent floating arrangements on the gutted steamer. While the Congress was building her owners spared neither study or expense in making her lifeboat and handling equipment the best that could be secured, going considerably beyond the most stringent government requirements in this regard.

Also the stiffness of the Congress allowed of all the lifeboats on one side being lowered without heeling the ship far enough to interfere with the lowering of boats.

The removal of the Congress from the coasting trade will create a serious shortage in ships and while the vessel may be refitted this will take many months. The Pacific Coast Steamship Company was offered \$2,200,000 for this vessel several months ago but refused this tempting price because it would be impossible to replace the ship for a long period owing to the congested condition of all the big shipyards.

The fire, so far as is known, started in one of the holds.

If not she will proceed to Makilleto to load a cargo of phosphate for Japan.

In the absence of Collector of Customs Malcolm A. Franklin, who left yesterday on the Wilhelmina for New York, Deputy Collector Raymer Sharp is in charge of the custom house as acting collector. Collector Franklin will not return until January.

Two Japanese members of the crew of the coal steamer Amagisan Maru escaped from the vessel Monday night by sliding down a mooring line when the watchmen were not looking. The escaped men are K. Saruwatari, a sailor, and H. Tomita, a sailor's apprentice.

The treasury department has notified Dr. F. E. Trotter, chief quarantine officer, that it has approved the bid of Herman Muller for taking down the quarantine station flagpole, cutting off

Big Steamship Merger Has No Vessels Big Enough: Matson Boats Busy at S. F.

As regular as the falling of the leaves up around the Sound comes again the rumor of a steamship service from Seattle and Tacoma to the Islands.

This time it is the Tacoma Tribune of October 9 which gives the report. It says the newly organized Pacific Steamship Company, as the recent merger of the Pacific Coast Steamship Company, the Pacific Navigation Company and the Alaska-Pacific Steamship Company (Admiral Line) is designated, may give Tacoma a new Hawaiian line, to take the place of the Matson Line's Puget Sound-Hawaiian service, withdrawn last spring on account of San Francisco freight competition and since retained on the San Francisco-Honolulu run.

Captain F. M. Edwards of the Matson steamer Manoa and Captain William M. Rind of the Hyades, when shown today the news story from the Tacoma paper, both said they doubt if the new corporation has any vessels large enough to bring sufficient freight to the Islands to make the service pay.

The Pacific Coast liner Congress, recently badly damaged by fire at sea, is a big boat but is needed in coastwise service and will resume its run as soon as repaired.

"We hear in San Francisco that the Matson Line will put the Hyades and Hilonian back in the Puget Sound service January 1," said Captain Rind this morning, "but so far no official announcement has been made."

The Matson Navigation Company wrote us two or three weeks ago that it would give us 60 days' notice when it decided to put the Hilonian and Hyades back on the Sound run," said Manager J. H. Drew of Castle & Cooke's shipping department today. "We have heard nothing since and with freight piling up worse than ever in San Francisco because of the Lurline accident the company certainly cannot afford to take the boats off if Honolulu is to be given adequate freight service to and from San Francisco."

POSTOFFICE TIME TABLE FOR MONTH

Following is the postoffice timetable for November. It is subject to change if sudden arrangements are made for unexpected mail service: UNITED STATES MAIL STEAMERS

Steamers to arrive from—

November 3	Ecuador	Yokohama
4	Venezuela	San Francisco
4	Transport Sherman	Manila
7	Matsonia	San Francisco
7	Sonoma	Sydney
9	Nippon Maru	Hongkong
9	Seattle Maru	Yokohama
10	Makura	Sydney
10	Siberia Maru	San Francisco
13	Ventura	San Francisco
13	Trans. Logan	San Francisco
14	Great Northern	San Francisco
17	Tenyo Maru	San Francisco
20	Shinyo Maru	Hongkong
21	Wilhelmina	San Francisco
22	Shinkoku Maru	Yokohama
25	Kiyo Maru	San Francisco
28	Manoa	San Francisco
28	Sierra	Sydney
29	Makura	Vancouver

Steamers to depart for—

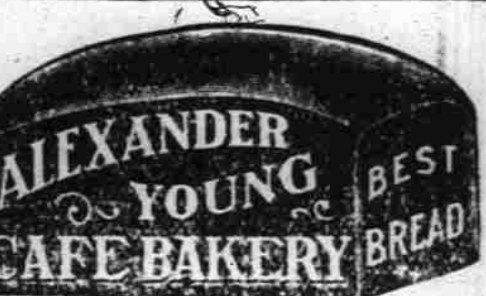
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10	Makura	Vancouver
10	Siberia Maru	Yokohama
10	Seattle Maru	San Francisco
13	Ventura	Sydney
14	Transport Logan	Manila
15	Matsonia	San Francisco
17	Tenyo Maru	Hongkong
18	Great Northern	San Francisco
21	Shinyo Maru	San Francisco
23	Shinkoku Maru	Yokohama
25	Kiyo Maru	San Francisco
28	Sierra	San Francisco
29	Makura	Sydney
29	Wilhelmina	San Francisco

MORE MEN THAN WOMEN HAVE APPENDICITIS

Surgeons state men are slightly more subject to appendicitis than women. Honolulu people should know that a few doses of simple buckthorn bark, glycerine, etc., as mixed in Adler-ika, often relieve or prevent appendicitis. This mixture removes such surprising foul matter that ONE SPOONFUL relieves almost ANY CASE constipation, sour stomach or gas. The INSTANT, easy action of Adler-ika is surprising. The Hollister Drug Company.—Adv

the rotted base and erecting it. Muller's bid was the lowest, \$298.

At 5 o'clock this afternoon the Japanese steamer Asahi Maru is leaving for Manila and Yokohama. She arrived from New York via Balboa yesterday and took 350 tons of bunker coal from the Inter-Island at Pier 6.



This is our big Sale, but it's yours, too--

THE whole idea of this sale is to do something for both of us: You get the finest clothes and furnishings at 'way less than usual prices; we boost our sales for the season---and we make new friends.

Here's a hint—

Men's Panama Hats,

Sale prices for cash only

Were \$20.00	15.00
Now	
Were \$15.00	10.00
Now	
Were \$12.50	8.50
Now	
Were \$10.00	7.50
Now	

Silva's Toggery

King Street

BROKEN WATER PIPE FLOODS NUUANU ST.

Cold showers and boiled eggs were a few and far between this morning in Nuuanu valley for the big 18-inch water

main broke at the corner of Nuuanu and Kuakini streets at 11:30 last night and flooded the district, and water had to be turned off. All

this morning Harry Murray had a gang of men working on the break and it was not until after 11 o'clock

that it was finally repaired. The break was caused by a crack in the pipe, evidently there when it was laid.

Four persons were injured in a head-on collision between two automobiles at Yonkers.

NOW READY



Greeting Cards

Our display of Christmas greeting cards of many kinds is now at its best.

We advise early selection, especially of cards to be sent to friends in foreign lands.

Wide range of sentiments

From the very impersonal, suitable to mail to business friends, to the warmest messages of affection. Prices from 5c. to 50c. each.

Arleigh's

Hotel Street opp. Union.